

# A Message from Governor Blagojevich



Rod R. Blagojevich, Governor

Dear Reader,

Protecting our children and families is the number one goal of state government, and we are seeing the positive results of making it a primary offense to not wear your safety belt in Illinois.

Statistics are proving what we knew all along, buckling up is the single most effective way to protect yourself and your children. By giving police the authority to stop motorist for not buckling up, we are saving lives. Since we changed the safety belt law from a secondary to a primary violation last July, we are seeing more motorists buckling up. In June 2003, 76% of motorists were wearing their safety belts; in 2004 the number of motorist buckled up has jumped up to 83%.

The number of persons killed in automobile crashes from January 2003 through July 2003 was 854, during the same time period in 2004 that number decreased to 766, a decrease of 88 fatalities.

I fully believe that 88 people are walking around in our state today thanks to the primary safety belt enforcement law.

Please remember buckle up every trip, every time.

Sincerely,

A handwritten signature in black ink that reads "Rod R. Blagojevich". The signature is written in a cursive, flowing style.

Rod R. Blagojevich

# A Message from Secretary Martin



Timothy W. Martin, Secretary

Dear Reader,

This publication, "Illinois Traffic Crash Facts and Statistics for 2003," is designed to provide an overview of motor vehicle crash experience in Illinois. In addition to a plethora of crash data, the publication includes key events in the history of traffic-related legislation, summaries of motorcycle helmet usage and safety belt usage, and general information about programs and services offered by the Division of Traffic Safety. It is designed to serve your needs in understanding motor vehicle crash involvement in Illinois and to offer a means by which you can share such information with others.

Public awareness of traffic safety problems is the first step toward creating a safer environment for all motorists who travel the roadways of Illinois. Whether you represent the media, are working on a school project, or are involved in other activities related to traffic safety, you are important to this effort. If you have a question that this publication does not answer, please feel free to contact the Illinois Department of Transportation, Division of Traffic Safety at 217/782-2575 or 217/524-4875 (TTY) or write to 3215 Executive Park Drive, P.O. Box 19245, Springfield, Illinois 62794-9245.

Illinois continues to work toward reducing the occurrence of crash-related deaths and injuries on our roadways. With your help, we can make the travel environment safer for everyone.

Sincerely,

A handwritten signature in black ink that reads "Timothy W. Martin". The signature is written in a cursive style.

Timothy W. Martin

## Acknowledgments

The Division of Traffic Safety would like to express its appreciation to the local, county, and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to the County Coroners and the Medical Examiner of Cook County for providing pertinent information. Without their efforts and cooperation, this publication would not have been possible.



Timothy W. Martin  
Secretary of Transportation



Tom DiLello  
Director of Traffic Safety

Compiled by: Illinois Department of Transportation  
Division of Traffic Safety  
Accident Information Staff

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# 2003 Quick Facts

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## GENERAL

- 1,454 persons died in crashes in Illinois during 2003.
- An additional 131,279 persons were injured in crashes.
- Travel increased by 0.3 percent compared to the previous year.
- The mileage death rate increased by 2.1 percent from 2002 to 2003.

## ECONOMIC COSTS\*

- The total estimated cost of crashes in Illinois for 2003 was \$10.5 billion.
- Each fatality was estimated to cost \$1,120,000.
- An incapacitating injury ("A" injury) was estimated to cost \$55,500.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$18,200.
- A possible injury ("C" injury) was estimated to cost \$10,300.
- A property damage crash was estimated to cost \$8,200.

## FATAL

- 1,454 persons were killed in 1,308 fatal crashes in 2003.
- There was an average of 1.1 deaths per fatal crash.
- 26.4 percent of the fatal crashes occurred at intersections.
- 81.3 percent of the fatal crashes occurred on dry roadways.
- 47.7 percent of the fatal crashes occurred during daylight hours.
- 56.4 percent of the fatal crashes occurred on urban roadways.
- 30.4 percent of the fatal crashes involved a collision with a fixed object.

## ALCOHOL

- 43.0 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 50.5 percent of the fatally injured drivers 16-24 years of age who were tested had a positive BAC.

## PEDESTRIAN

- 190 pedestrians were killed in 2003.
- An additional 5,889 pedestrians were injured in crashes.
- Over 11 percent of the pedestrians killed were under 15 years of age.
- Over 20 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested, 33.3 percent had a positive BAC.

\* Based on estimates made by the National Safety Council for 2003. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities.

### PEDALCYCLE

- Riders under the age of 16 accounted for 11.8 percent of the pedalcyclist deaths and 42.5 percent of pedalcyclist injuries.

### MOTORCYCLE

- There were 4,376 motorcycle crashes in the year 2003.
- The number of motorcyclists killed increased by 43.0 percent over the previous year.

### SCHOOL BUS

- One school-age passenger was killed in a school bus in 2003, although 152 were injured.
- No school bus drivers were killed in school buses; 139 were injured.

### TRACTOR-TRAILER

- 154 persons were killed in tractor-trailer crashes.
- 17 of the persons killed were occupants of the tractor-trailer, while 127 were occupants of another type of vehicle.

### TRAIN

- 42.1 percent of the fatal train crashes occurred at crossings with gates.
- 57.9 percent of the fatal train crashes occurred at crossings types of traffic control other than gates, flashers, or warning signs.

### WORK ZONE

- There were 31 fatal crashes in work zones in 2003, in which 44 people were killed.
- 5 of the persons killed were roadway construction workers.

### DEER

- There were 25,660 crashes involving deer in 2003.
- 5 of the deer crashes involved a fatality.

The information contained in this publication, as well as historical crash data and trends, may be found at our website:  
[www.dot.il.gov/crashreports.html](http://www.dot.il.gov/crashreports.html)

# 2003 Crash Data For All Roadways

## IMPORTANT

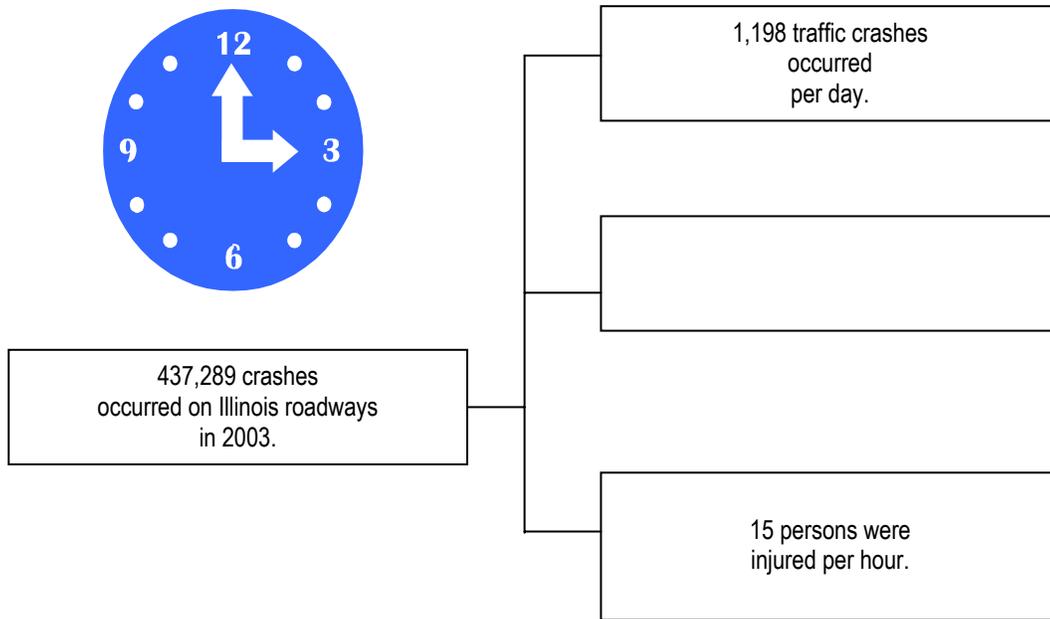
The data provided in this section are based on reported crashes which occurred on public roadways within Illinois (hereinafter referred to as "All Roadways").

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

<b>Registered Motor Vehicles</b>	9,408,811
<b>Licensed Drivers</b>	8,522,473
<b>Vehicle Miles Traveled</b>	106,461,882,452
<b>Crashes</b>	437,289
<b>Injuries</b>	131,279
<b>Deaths</b>	1,454
<b>Mileage Death Rate</b> (Per Hundred Million Vehicle Miles Traveled.)	1.37

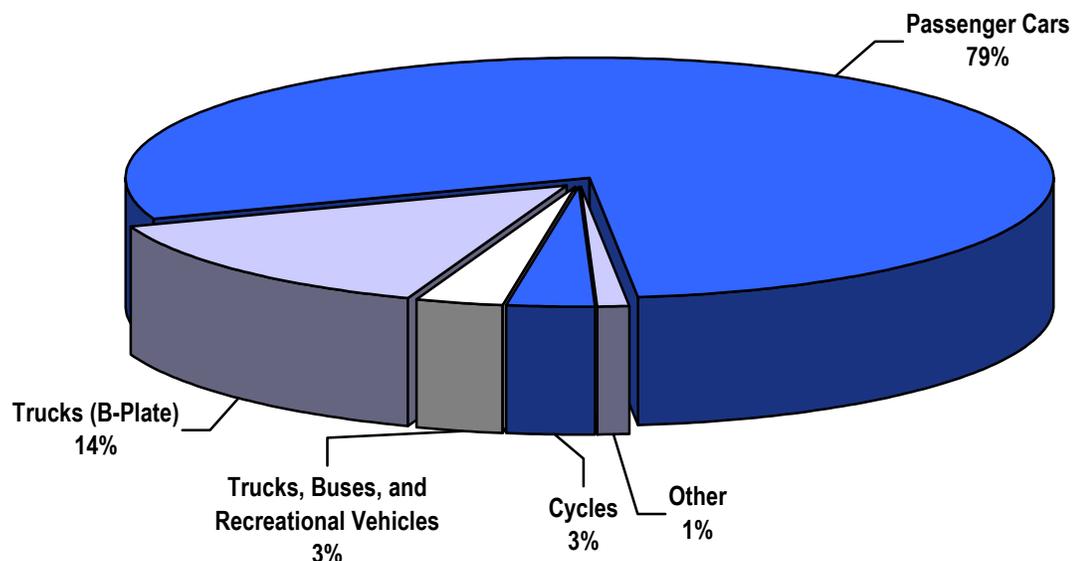
## Illinois' Highway Safety Clock



# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Registered Motor Vehicles by Type



## Motor Vehicles Involved in Crashes

TYPE OF MOTOR VEHICLE	CRASH SEVERITY			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	1,039	109,115	528,576	727	84,523
Pickup truck	265	14,745	74,693	138	9,398
Van	168	14,475	69,552	88	10,558
Other single unit truck	47	2,224	14,275	2	828
Truck-tractor with semi-trailer	137	2,863	17,062	17	978
Farm tractor/farm equipment	8	48	237	3	23
School bus	2	410	2,302	1	373
Other bus	5	764	3,950	8	681
Motorcycle (under 150 cc)	1	288	511	1	290
Motorcycle (over 150 cc)	140	2,404	4,002	142	2,588
Others or unknown	264	18,999	109,004	118	12,158

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Drivers Involved in Crashes By Age and Crash Severity

AGE	CRASH SEVERITY						TOTAL LICENSED DRIVERS
	Fatal	Rate	Injury	Rate	Total	Rate	
15 or Younger	14	0.38	475	12.83	1,589	42.93	37,010
16	56	0.45	4,510	36.11	18,517	148.24	124,913
17	48	0.35	5,221	37.56	21,716	156.21	139,014
18	74	0.51	5,471	37.38	22,911	156.53	146,364
19	49	0.32	4,972	32.96	20,928	138.73	150,851
20-24	275	0.36	22,261	29.02	96,072	125.25	767,035
25-29	203	0.26	17,630	22.44	79,000	100.56	785,576
30-34	178	0.22	16,373	19.96	74,125	90.36	820,341
35-39	164	0.20	15,333	18.26	69,600	82.87	839,831
40-44	192	0.21	14,832	16.43	68,163	75.52	902,621
45-49	159	0.18	12,819	14.83	59,491	68.83	864,370
50-54	114	0.15	10,277	13.64	47,684	63.30	753,322
55-59	105	0.17	7,803	12.66	35,962	58.35	616,305
60-64	84	0.18	5,410	11.48	24,606	52.22	471,191
65-69	63	0.18	3,647	10.20	16,556	46.28	357,697
70-74	56	0.19	2,920	9.89	12,807	43.38	295,259
75 or Older	122	0.27	4,713	10.46	20,361	45.17	450,773
Unknown	62	--	7,424	--	77,242	--	--
<b>TOTAL</b>	<b>2,018</b>	<b>0.24</b>	<b>162,091</b>	<b>19.02</b>	<b>767,330</b>	<b>90.04</b>	<b>8,522,473</b>

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Drivers Involved in Crashes

	16-20 YEARS OF AGE	21-64 YEARS OF AGE	65 YEARS OR OLDER
Total Crashes	103,919	534,856	49,724
Fatal Crashes	289	1,412	241
Injury Crashes	24,902	118,010	11,280
Licensed Drivers	716,578	6,665,156	1,103,729
Fatal Crash Ratio <sup>1</sup>	2.78	2.64	4.85
Fatal Crash Rate <sup>2</sup>	0.40	0.21	0.22
Total Crash Rate <sup>3</sup>	145.02	80.25	45.05

<sup>1</sup> Drivers involved in fatal crashes per 1,000 total crashes.

<sup>2</sup> Drivers involved in fatal crashes per 1,000 licensed drivers.

<sup>3</sup> Drivers involved in all crashes per 1,000 licensed drivers.

## Holiday Traffic Crashes

HOLIDAY	TOTAL DAYS	CRASH SEVERITY			PERSONS		Average Killed Per Day
		Fatal	Injury	Total	Killed	Injured	
Memorial Day	3.25	17	701	3,102	22	1,060	6.8
Fourth of July	3.25	21	827	3,448	24	1,297	7.4
Labor Day	3.25	17	810	3,503	20	1,337	6.2
Thanksgiving	4.25	16	789	4,274	17	1,257	4.0
Christmas	4.25	12	706	3,678	13	1,122	3.1
New Year's	4.25	22	N/A	N/A	25	N/A	5.9

Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at midnight on the last day of the holiday period.

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Crashes by Road Surface Condition

ROAD SURFACE CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Dry	1,064	66,267	250,174	317,505
Wet	165	14,775	54,571	69,511
Ice/Snow	51	4,066	18,599	22,716
Muddy	1	150	533	684
Other	18	791	6,986	7,795
Unknown	9	2,536	16,533	19,078
<b>TOTAL</b>	<b>1,308</b>	<b>88,585</b>	<b>347,396</b>	<b>437,289</b>

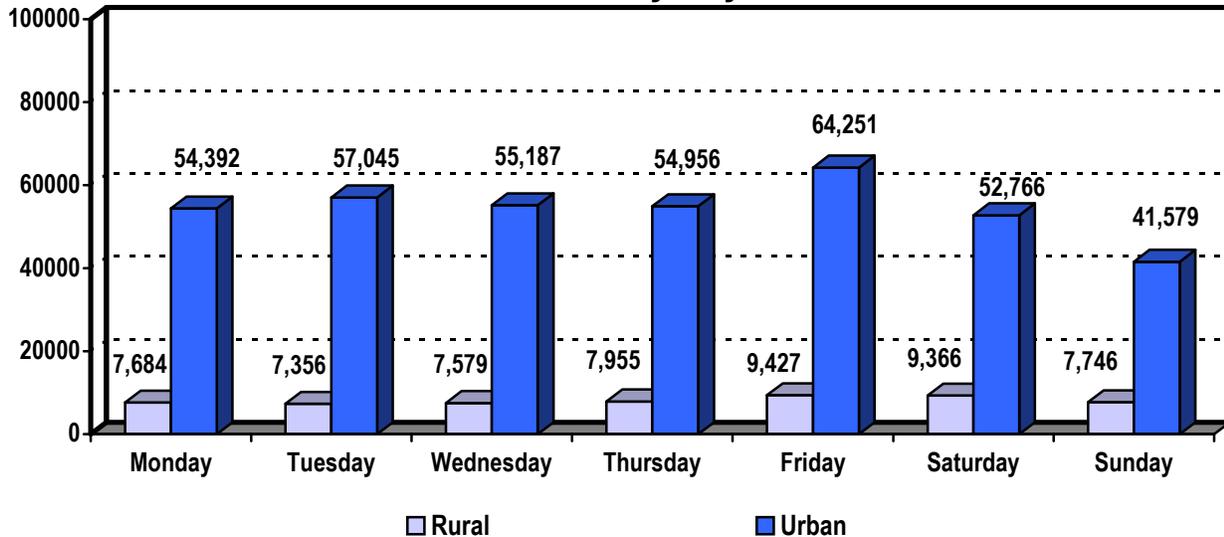
## Crashes by Light Condition

LIGHT CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Daylight	624	59,303	225,414	285,341
Dawn	19	1,124	5,480	6,623
Dusk	24	2,218	8,458	10,700
Darkness	354	10,034	44,430	54,818
Darkness – Road Lighted	282	15,660	57,497	73,439
Unknown	5	246	6,117	6,368
<b>TOTAL</b>	<b>1,308</b>	<b>88,585</b>	<b>347,396</b>	<b>437,289</b>

# 2003 Crash Data For All Roadways

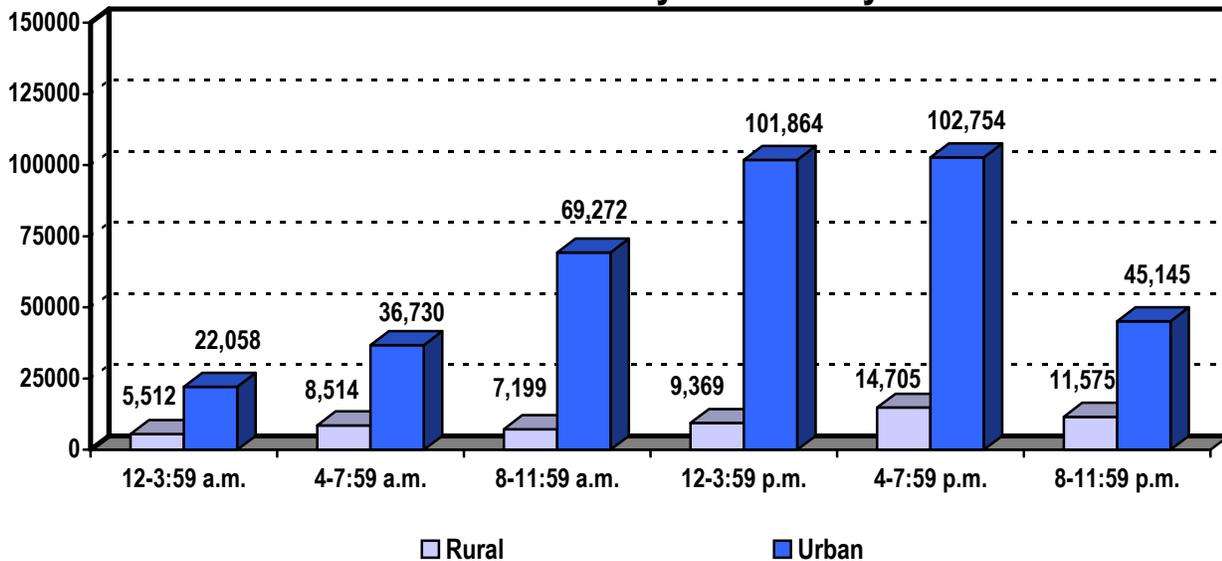
Refer to note on page 9 for definition of data included.

## Crashes by Day of Week



The greatest number of crashes occurred on Friday, with 64,251 crashes in urban locations and 9,427 crashes in rural locations. The second largest number of crashes occurred on Tuesday.

## Crashes by Time of Day



Note: There were 2,592 crashes for which the time of day is unknown.

70.2 percent of all crashes for which the time of day is known occurred between 8:00 a.m. and 7:59 p.m. 89.8 percent of these 305,163 crashes occurred on urban roadways.

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Crashes by Type of Roadway

TYPE OF ROADWAY	CRASH SEVERITY			PERSONS		PEDESTRIANS
	Fatal	Injury	Total	Killed	Injured	KILLED
<b>URBAN</b>						
State Highways	194	22,235	96,277	211	33,920	49
<i>Percent</i>	14.8	25.1	22.0	14.5	25.8	25.8
Interstate Type Roads	112	6,758	34,902	126	10,020	19
<i>Percent</i>	8.6	7.6	8.0	8.7	7.6	10.0
City Streets and Roads	377	41,441	225,404	406	60,167	85
<i>Percent</i>	28.8	46.8	51.5	27.9	45.8	44.7
Unmarked State Routes	55	5,463	23,593	58	8,270	15
<i>Percent</i>	4.2	6.2	5.4	4.0	6.3	7.9
<b>Urban Total</b>	<b>738</b>	<b>75,897</b>	<b>380,176</b>	<b>801</b>	<b>112,377</b>	<b>168</b>
<i>Percent</i>	56.4	85.7	86.9	55.1	85.6	88.4
<b>RURAL</b>						
State Highways	226	4,641	21,889	258	7,171	8
<i>Percent</i>	17.3	5.2	5.0	17.7	5.5	4.2
Interstate Type Roads	65	1,571	7,289	83	2,544	4
<i>Percent</i>	5.0	1.8	1.7	5.7	1.9	2.1
County and Local Roads	263	6,101	26,466	294	8,651	9
<i>Percent</i>	20.1	6.9	6.1	20.2	6.6	4.7
Unmarked State Routes	16	375	1,469	18	536	1
<i>Percent</i>	1.2	0.4	0.3	1.2	0.4	0.5
<b>Rural Total</b>	<b>570</b>	<b>12,688</b>	<b>57,113</b>	<b>653</b>	<b>18,902</b>	<b>22</b>
<i>Percent</i>	43.6	14.3	13.1	44.9	14.4	11.6
<b>TOTAL</b>	<b>1,308</b>	<b>88,585</b>	<b>437,289</b>	<b>1,454</b>	<b>131,279</b>	<b>190</b>
<i>Percent</i>	100.0	100.0	100.0	100.0	100.0	100.0

In 2003, there were 1,454 fatalities, including 190 that were pedestrians. 88.4 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 55.1 percent of all fatalities and 85.6 percent of all injuries resulted from crashes on urban roadways.

## 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

### Crashes by Type of Traffic Control

TYPE OF TRAFFIC CONTROL	CRASH SEVERITY			
	Fatal	Injury	Property Damage	Total
No Controls	742	42,937	197,966	241,645
Stop Sign/Red Flasher	167	12,410	36,336	48,913
Traffic Control Signal	142	24,074	76,201	100,417
Yield Sign/Yellow Flasher	1	548	1,632	2,181
Police Officer/Flagman	3	193	537	733
RR Crossing Gates	8	126	766	900
Other RR Crossing Device	11	91	298	400
School Speed Zone	0	49	112	161
No Passing Zone	34	642	2,313	2,989
Other Regulatory Sign	7	373	1,192	1,572
Other Warning Sign	22	494	1,320	1,836
Lane Use Control Marking	156	5,370	20,415	25,941
Other/Unknown	15	1,278	8,308	9,601
<b>TOTAL</b>	<b>1,308</b>	<b>88,585</b>	<b>347,396</b>	<b>437,289</b>

The greatest number of crashes occurred where no traffic controls were present. Such crashes account for 56.7 percent of fatal crashes, 48.5 percent of injury crashes, 57.0 percent of property damage crashes, and 55.3 percent of total crashes. The second largest number of crashes occurred where a traffic control signal was in effect (23.0 percent of total crashes).

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Crashes by Type of Collision

TYPE OF COLLISION	CRASH SEVERITY			PERSONS	
	Fatal	Injury	Total	Killed	Injured
Vehicle Overturned	128	3,842	6,598	137	5,224
Pedestrian	167	5,657	5,923	172	5,999
Train	19	40	131	20	61
Pedalcyclist	19	2,954	3,199	19	3,113
Animal	6	1,186	26,676	7	1,384
Fixed Object	397	9,535	38,183	436	11,958
Other Object	6	916	5,451	7	1,131
Other Noncollision	5	1,246	4,399	5	1,456
Parked	16	2,115	48,134	20	2,543
Rear-End	85	24,645	123,140	99	37,317
Head-On	123	1,290	2,712	153	2,769
Sideswipe Same Direction	15	2,798	33,187	15	4,218
Sideswipe Opposite Direction	12	824	3,744	15	1,336
Angle	188	14,604	60,892	214	24,760
Turning	122	16,915	74,699	135	27,985
Other	0	18	221	0	25
<b>TOTAL</b>	<b>1,308</b>	<b>88,585</b>	<b>437,289</b>	<b>1,454</b>	<b>131,279</b>

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 30.0 percent of all fatalities. Rear-end collisions comprise the highest number of injury crashes, resulting in 28.4 percent of all injuries. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 28.2 percent of total crashes.

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Injuries by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	970	943	1,913	5.5	970	943	1,913	1.6
5-9	0	0	0	0.0	1,338	1,470	2,808	8.1	1,338	1,470	2,808	2.3
10-14	68	55	123	0.1	1,366	1,838	3,204	9.3	1,434	1,893	3,327	2.7
15-19	5,646	6,105	11,751	13.4	2,809	3,765	6,574	19.0	8,455	9,870	18,325	15.0
20-24	6,706	6,313	13,019	14.8	1,835	2,241	4,076	11.8	8,541	8,554	17,095	14.0
25-34	10,189	8,995	19,184	21.9	1,888	2,575	4,463	12.9	12,077	11,570	23,647	19.3
35-44	8,631	8,094	16,725	19.1	1,214	2,081	3,295	9.5	9,845	10,175	20,020	16.4
45-54	6,691	6,342	13,032	14.8	770	1,858	2,628	7.6	7,460	8,200	15,660	12.8
55-64	3,957	3,511	7,468	8.5	398	1,242	1,640	4.7	4,355	4,753	9,108	7.4
65-74	1,995	1,739	3,734	4.3	254	822	1,076	3.1	2,249	2,561	4,810	3.9
75 or Older	1,376	1,291	2,667	3.1	855	1,636	2,491	7.2	2,231	2,927	5,158	4.2
Unknown	42	22	64	0.1	218	245	463	1.3	260	267	527	0.4
<b>TOTAL</b>	<b>45,300</b>	<b>42,467</b>	<b>87,767</b>	<b>100.0</b>	<b>13,915</b>	<b>20,716</b>	<b>34,631</b>	<b>100.0</b>	<b>59,215</b>	<b>63,183</b>	<b>122,398</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	139	75	214	3.6	24	5	29	1.0	163	80	243	2.7
5-9	395	212	607	10.3	239	91	330	11.1	634	303	937	10.6
10-14	454	291	745	12.7	623	155	778	26.2	1,077	446	1,523	17.2
15-19	360	286	646	11.0	279	86	365	12.3	639	372	1,011	11.4
20-24	258	228	486	8.3	170	79	249	8.4	428	307	735	8.3
25-34	425	341	766	13.0	270	74	344	11.6	695	415	1,110	12.5
35-44	477	279	756	12.8	297	66	363	12.2	774	345	1,119	12.6
45-54	400	291	691	11.7	214	47	261	8.8	614	338	952	10.7
55-64	252	169	421	7.1	87	22	109	3.7	339	191	530	6.0
65-74	90	99	189	3.2	41	10	51	1.7	131	109	240	2.7
75 or Older	75	115	190	3.2	25	3	28	0.9	100	118	218	2.5
Unknown	98	80	178	3.0	51	13	64	2.2	149	93	242	2.7
<b>TOTAL</b>	<b>3,423</b>	<b>2,466</b>	<b>5,889</b>	<b>100.0</b>	<b>2,320</b>	<b>651</b>	<b>2,971</b>	<b>100.0</b>	<b>5,743</b>	<b>3,117</b>	<b>8,860</b>	<b>100.0</b>

**Note: An additional 21 people were injured in motor vehicle crashes in 2003. 19 of those additional people were occupants of non-motor vehicles, with the remaining 2 being equestrians.**

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers injured amount to 66.9 percent of all injuries in 2003.

Passengers represent 26.4 percent of the total number of injuries in 2003.

Pedestrians account for 4.5 percent of all injuries.

Pedalcyclists account for 2.3 percent of all injuries.

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Pedestrian and Pedalcycle Crashes

	PEDESTRIAN		PEDALCYCLE	
<b>Total Crashes</b>	6,057		3,208	
<b>Fatal Crashes</b>	187		20	
<b>Injury Crashes</b>	5,762		2,959	
<b>Property Damage Crashes</b>	108		229	
<b>Number of Crashes by Light Condition</b>				
<b>Light Condition</b>				
Daylight	3,894		2,460	
Dawn	48		33	
Dusk	198		130	
Darkness	506		160	
Darkness – Road Lighted	1,378		413	
Unknown	33		12	
<b>TOTAL</b>	<b>6,057</b>		<b>3,208</b>	
<b>Number of Crashes by Type of Roadway</b>				
<b>Urban</b>				
State Routes	856		535	
City Streets and Roads	4,805		2,352	
Unmarked State Routes	235		179	
<b>Urban Total</b>	<b>5,896</b>		<b>3,066</b>	
<b>Rural</b>				
State Routes	52		43	
County and Local Roads	102		93	
Unmarked State Routes	7		6	
<b>Rural Total</b>	<b>161</b>		<b>142</b>	
<b>Number of Persons Killed and Injured by Age</b>				
<b>Age</b>	<b>Pedestrians</b>		<b>Pedalcyclists</b>	
	<b>Killed</b>	<b>Injured</b>	<b>Killed</b>	<b>Injured</b>
4 or Younger	8	214	0	29
5-9	6	607	1	330
10-14	8	745	1	778
15-19	13	646	0	365
20-24	15	486	1	249
25-34	24	766	5	344
35-44	31	756	5	363
45-54	30	691	2	261
55-64	16	421	1	109
65 or Older	39	379	1	79
Unknown	0	178	0	64
<b>TOTAL</b>	<b>190</b>	<b>5,889</b>	<b>17</b>	<b>2,971</b>

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Motorcycle Crashes

Motorcycle crashes account for approximately 1.0 percent of all crashes in the year 2003. The number of motorcyclists killed increased by 43.0 percent, from 100 in 2002 to 143 in 2003. These motorcycle fatalities account for 9.8 percent of all fatalities in 2003.

The number of motorcycles registered also increased, from 237,319 in 2002 to 254,643 in 2003.

The figures below include motorcycles, motorscooters, motorbikes, and mopeds.

<b>Total Crashes</b>	4,376
<b>Fatal Crashes</b>	137
<b>Injury Crashes</b>	2,618
<b>Motorcyclists Killed</b>	143
<b>Motorcyclists Injured</b>	2,878
<b>Non-Motorcyclists Killed</b>	2
<b>Non-Motorcyclists Injured</b>	352

### OPERATORS KILLED AND INJURED BY AGE

Age	Killed	Injured
9 or Younger	0	0
10-14	0	9
15-19	5	143
20-24	19	399
25-34	43	675
35-44	34	585
45 or Older	32	694
Unknown	0	4
<b>TOTAL</b>	<b>133</b>	<b>2,509</b>

### MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	2,256
Passing/Overtaking	83
Making Left Turn	185
Making Right Turn	150
Slow/Stopped in Traffic	490
Skidding/Control Loss	675
Changing Lanes	62
Other	422
Parked	190
<b>TOTAL</b>	<b>4,513</b>

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## School Bus Crashes

In 2003, there were 2,276 school bus crashes. These crashes account for approximately 0.5 percent of the total crashes for the year.

Injury crashes involving school buses decreased by 1.7 percent, from 406 in 2002 to 399 in 2003. The number of fatalities decreased by 33.3 percent.

<b>Total Crashes</b>	2,276
<b>Fatal Crashes</b>	2
<b>Injury Crashes</b>	399
<b>Property Damage Crashes</b>	1,875
<b>Urban Crashes</b>	2,118
<b>Rural Crashes</b>	158

### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
State Routes	424
City Streets and Roads	1,583
Unmarked State Routes	111
<b>Urban Total</b>	<b>2,118</b>
<b>RURAL</b>	
State Routes	50
County and Local Roads	105
Unmarked State Routes	3
<b>Rural Total</b>	<b>158</b>

### PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
School Bus Drivers	0	139
School Bus Passengers (School-Age)*	1	152
Other School Bus Passengers	0	82
Other Vehicle Occupants	1	325
Pedestrians (School-Age)*	0	6
Other Pedestrians	0	10
Pedalcyclists	0	4
<b>TOTAL</b>	<b>2</b>	<b>718</b>

\* School-Age = Children 5-19 years of age.  
School Bus = Type 1 or Type 2.

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Tractor-Trailer Crashes

There were 16,215 crashes involving tractor-trailers in Illinois in the year 2003. These tractor-trailer crashes account for 3.7 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 9.6 percent of all fatal crashes. Fatal crashes increased by 35.9 percent, with the number of fatalities also increasing by 55.6 percent, from 99 in 2002 to 154 in 2003.

<b>Total Crashes</b>	16,215
<b>Fatal Crashes</b>	125
<b>Injury Crashes</b>	2,719
<b>Property Damage Crashes</b>	13,371
<b>Vehicle Miles Traveled (Millions)</b>	7,374
<b>Urban Crashes</b>	13,613
<b>Rural Crashes</b>	2,602

### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
Controlled Access Roads	3,425
State Routes	3,433
City Streets and Roads	4,393
Unmarked State Routes	702
Toll Roads	1,660
<b>Urban Total</b>	<b>13,613</b>

<b>RURAL</b>	
Controlled Access Roads	1,154
State Routes	953
County and Local Roads	297
Unmarked State Routes	49
Toll Roads	149
<b>Rural Total</b>	<b>2,602</b>

### PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
Tractor-Trailer Occupants	17	978
Other Vehicle Occupants	127	3,011
Pedestrians	7	24
Pedalcyclists	3	8
Occupant of Non-Motor Vehicle	0	4
<b>TOTAL</b>	<b>154</b>	<b>4,025</b>

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Work Zone Crashes

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction workers or designated work zone areas are included.

Work zone crashes account for 1.6 percent of all crashes in 2003 and 2.4 percent of all fatal crashes.

<b>Total Crashes</b>	6,982
<b>Fatal Crashes</b>	31
<b>Injury Crashes</b>	1,891
<b>Persons Killed</b>	44
<b>Persons Injured</b>	2,867

### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
Controlled Access Roads	709
State Routes	2,417
City Streets and Roads	2,463
Unmarked State Routes	346
Toll Roads	240
<b>Urban Total</b>	<b>6,175</b>
<b>RURAL</b>	
Controlled Access Roads	333
State Routes	244
County and Local Roads	131
Unmarked State Routes	19
Toll Roads	80
<b>Rural Total</b>	<b>807</b>

### PERSONS INJURED BY TYPE OF ROADWAY

<b>URBAN</b>	
Controlled Access Roads	408
State Routes	992
City Streets and Roads	782
Unmarked State Routes	117
Toll Roads	120
<b>Urban Total</b>	<b>2,419</b>
<b>RURAL</b>	
Controlled Access Roads	158
State Routes	142
County and Local Roads	60
Unmarked State Routes	10
Toll Roads	78
<b>Rural Total</b>	<b>448</b>

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## Deer Crashes

In 2003, there were 25,660 crashes involving deer. Deer crashes account for 5.9 percent of total crashes and 0.4 percent of all fatal crashes.

16.6 percent of deer crashes occurred during daylight hours; 65.8 percent occurred in darkness. Approximately 76.2 percent of deer crashes were on rural roadways, with 58.3 percent of these crashes on state routes.

### CRASHES BY LIGHT CONDITION

Daylight	4,272
Dawn	1,508
Dusk	1,023
Darkness	16,893
Darkness – Road Lighted	1,182
Unknown	782
<b>TOTAL</b>	<b>25,660</b>

<b>Total Crashes</b>	25,660
<b>Fatal Crashes</b>	5
<b>Injury Crashes</b>	1,073
<b>Persons Killed</b>	6
<b>Persons Injured</b>	1,245

### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
State Routes	3,155
City Streets and Roads	2,610
Unmarked State Routes	344
<b>Urban Total</b>	<b>6,109</b>
<b>RURAL</b>	
State Routes	11,390
County and Local Roads	7,691
Unmarked State Routes	470
<b>Rural Total</b>	<b>19,551</b>

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## County Motor Vehicle Traffic Crash Statistics

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Adams	2,096	1	649
Alexander	278	4	104
Bond	509	9	149
Boone	1,196	14	426
Brown	259	2	39
Bureau	1,161	9	330
Calhoun	279	0	26
Carroll	468	4	147
Cass	400	0	94
Champaign	4,867	25	1,644
Christian	917	10	281
Clark	581	5	142
Clay	467	3	123
Clinton	831	10	308
Coles	1,437	9	467
Cook	220,719	406	60,214
Crawford	765	2	135
Cumberland	416	1	100
DeKalb	2,269	15	845
DeWitt	385	1	107
Douglas	414	6	162
DuPage	29,538	52	9,004
Edgar	546	4	200
Edwards	247	0	56
Effingham	1,455	13	448
Fayette	708	9	209
Ford	330	6	127
Franklin	1,252	8	405
Fulton	1,194	10	288
Gallatin	152	1	45
Greene	446	3	122
Grundy	1,344	10	421
Hamilton	217	3	53
Hancock	548	9	130
Hardin	116	2	14
Henderson	308	2	94
Henry	1,237	6	408
Iroquois	955	17	407
Jackson	2,036	7	660
Jasper	359	2	92
Jefferson	1,463	9	428
Jersey	831	4	223
JoDaviess	784	4	200
Johnson	366	4	70
Kane	13,604	45	4,620
Kankakee	2,960	16	1,125
Kendall	1,579	19	643
Knox	1,249	3	348
Lake	19,423	41	6,323
LaSalle	3,235	27	1,029
Lawrence	551	4	117

# 2003 Crash Data For All Roadways

Refer to note on page 9 for definition of data included.

## County Statistics (continued)

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Lee	1,242	9	389
Livingston	988	17	382
Logan	836	3	206
McDonough	897	8	194
McHenry	7,495	40	2,566
McLean	4,564	20	1,436
Macon	3,394	11	1,355
Macoupin	1,168	8	399
Madison	8,353	42	3,019
Marion	1,275	8	380
Marshall	385	4	112
Mason	398	3	92
Massac	471	1	144
Menard	284	5	54
Mercer	302	5	106
Monroe	805	14	267
Montgomery	927	8	363
Morgan	943	9	308
Moultrie	374	5	126
Ogle	1,317	22	386
Peoria	6,485	19	2,220
Perry	681	7	184
Piatt	313	1	123
Pike	994	9	141
Pope	120	0	29
Pulaski	212	3	64
Putnam	223	1	69
Randolph	912	7	262
Richland	568	1	177
Rock Island	4,325	15	1,466
St. Clair	8,350	47	2,904
Saline	554	3	181
Sangamon	6,787	18	2,199
Schuyler	339	1	68
Scott	206	1	34
Shelby	598	6	166
Stark	161	2	83
Stephenson	1,391	2	387
Tazewell	3,623	15	1,301
Union	592	7	245
Vermilion	2,157	15	910
Wabash	383	2	93
Warren	592	4	206
Washington	552	5	161
Wayne	669	1	157
White	570	3	142
Whiteside	1,593	6	560
Will	14,759	79	5,354
Williamson	2,397	15	850
Winnebago	9,340	35	3,232
Woodford	678	6	226
<b>TOTALS</b>	<b>437,289</b>	<b>1,454</b>	<b>131,279</b>



# 2003 Fatal Crash Data For All Roadways

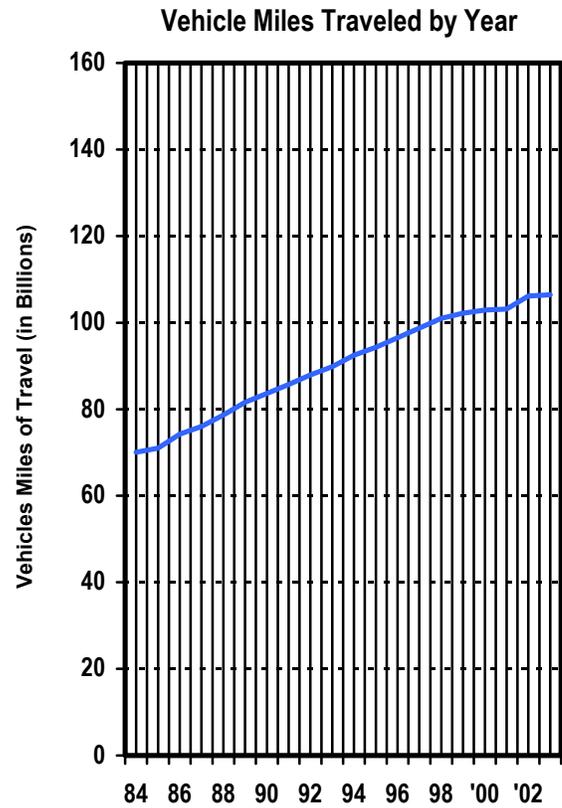
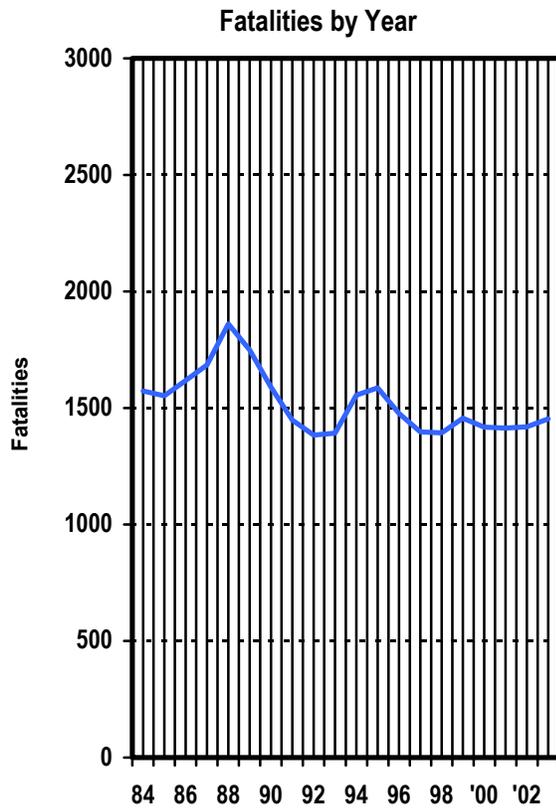
## IMPORTANT

The data provided in this section are based on reported crashes which occurred on public roadways within Illinois (hereinafter referred to as “All Roadways”) and which involved at least one fatality.

# 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

## Illinois Fatalities and Vehicle Miles Traveled\* 1984-2003



YEAR	FATALITIES	TRAVEL
1984	1,572	70.01
1985	1,552	70.96
1986	1,617	74.26
1987	1,685	76.00
1988	1,860	78.62
1989	1,748	81.58
1990	1,589	83.64
1991	1,448	85.67
1992	1,384	87.90
1993	1,392	89.82

YEAR	FATALITIES	TRAVEL
1994	1,554	92.44
1995	1,586	94.32
1996	1,477	96.52
1997	1,397	98.73
1998	1,393	100.97
1999	1,456	102.19
2000	1,418	102.94
2001	1,414	103.12
2002	1,420	106.18
2003	1,454	106.46

\* Travel is stated in billions of miles.

# 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

## Fatal Crashes During Holidays Total and Alcohol-Related

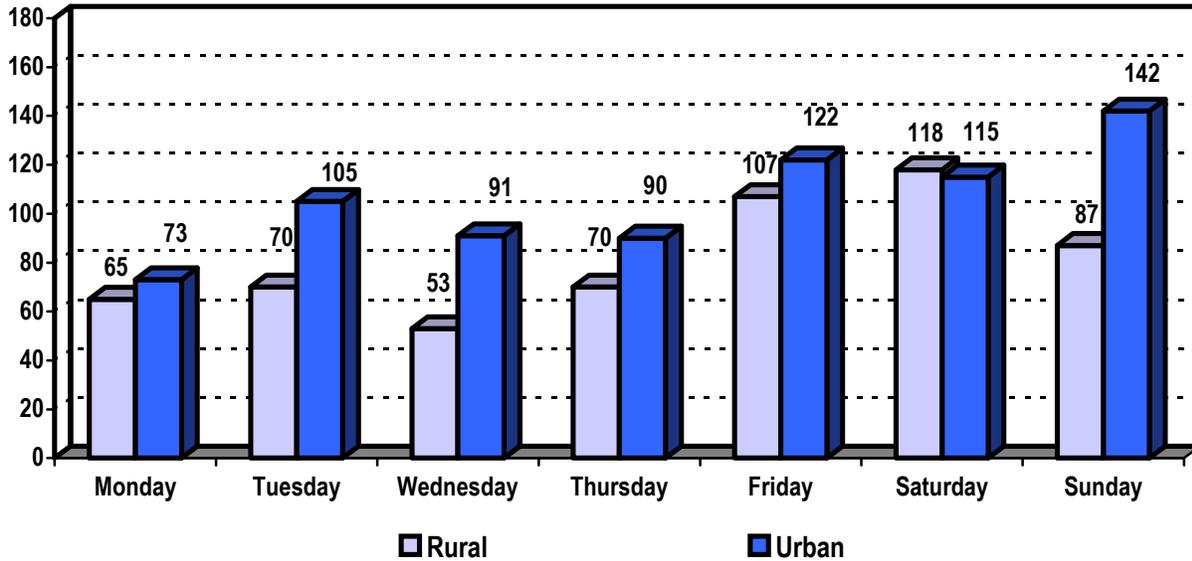
HOLIDAY PERIODS	NUMBER OF DAYS	CRASHES			FATALITIES		
		Alcohol Related*	of	Total	Alcohol Related*	of	Total
<b>MEMORIAL DAY</b> 6:00 p.m. on 05/23/03 – Midnight on 05/26/03	3.25	9	of 52.9%	17	11	of 50.0%	22
<b>FOURTH OF JULY</b> 6:00 p.m. on 07/03/03 – Midnight on 07/06/03	3.25	12	of 57.1%	21	15	of 62.5%	24
<b>LABOR DAY</b> 6:00 p.m. on 08/29/03– Midnight on 09/01/03	3.25	10	of 58.8%	17	12	of 60.0%	20
<b>THANKSGIVING</b> 6:00 p.m. on 11/26/03 – Midnight on 11/30/03	4.25	6	of 37.5%	16	7	of 41.2%	17
<b>CHRISTMAS</b> 6:00 p.m. on 12/24/03 – Midnight on 12/28/03	4.25	6	of 50.0%	12	6	of 46.2%	13
<b>NEW YEAR'S DAY</b> 6:00 p.m. on 12/31/03– Midnight on 01/04/04	4.25	7	of 31.8%	22	8	of 32.0%	25

\* Fatal crashes or fatalities resulting from crashes in which a driver had a Blood Alcohol Concentration (BAC) of 0.01 or greater. Information was obtained from the Fatality Analysis Reporting System (FARS).

# 2003 Fatal Crash Data For All Roadways

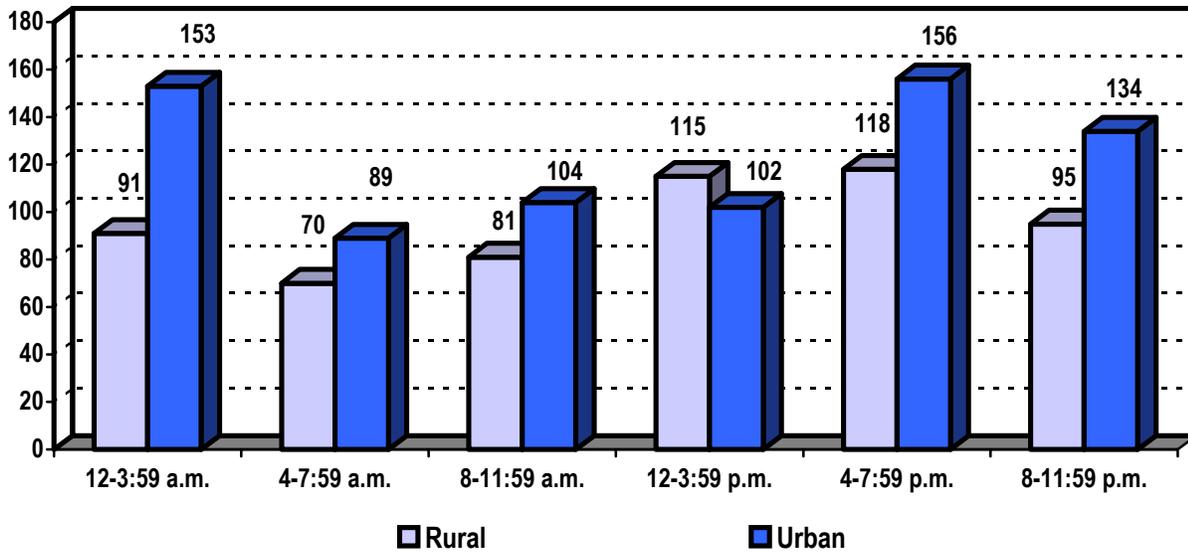
Refer to note on page 29 for definition of data included.

### Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday, with 115 crashes in urban locations and 118 crashes in rural locations. The second largest number of fatal crashes occurred on Friday and Sunday, with each day having 229 crashes.

### Fatal Crashes by Time of Day



57.1 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 747 crashes occurred on urban roadways (443 crashes).

# 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

## Fatalities by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	5	6	11	3.1	5	6	11	0.9
5-9	0	0	0	0.0	6	7	13	3.6	6	7	13	1.0
10-14	1	0	1	0.1	12	5	17	4.8	13	5	18	1.4
15-19	71	25	96	10.8	43	35	78	21.8	114	60	174	14.0
20-24	109	25	134	15.1	40	22	62	17.4	149	47	196	15.7
25-34	141	24	165	18.6	23	16	39	10.9	164	40	204	16.4
35-44	120	29	149	16.8	14	19	33	9.2	134	48	182	14.6
45-54	86	25	111	12.5	8	13	21	5.9	94	38	132	10.6
55-64	58	23	81	9.1	9	11	20	5.6	67	34	101	8.1
65-74	40	26	66	7.4	5	13	18	5.0	45	39	84	6.7
75 or Older	53	32	85	9.6	13	32	45	12.6	66	64	130	10.4
<b>TOTAL</b>	<b>679</b>	<b>209</b>	<b>888</b>	<b>100.0</b>	<b>178</b>	<b>179</b>	<b>357</b>	<b>100.0</b>	<b>857</b>	<b>388</b>	<b>1,245</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	4	4	8	4.2	0	0	0	0.0	4	4	8	3.9
5-9	4	2	6	3.2	1	0	1	5.9	5	2	7	3.4
10-14	3	5	8	4.2	1	0	1	5.9	4	5	9	4.3
15-19	7	6	13	6.8	0	0	0	0.0	7	6	13	6.3
20-24	12	3	15	7.9	1	0	1	5.9	13	3	16	7.7
25-34	16	8	24	12.6	4	1	5	29.4	20	9	29	14.0
35-44	24	7	31	16.3	5	0	5	29.4	29	7	36	17.4
45-54	22	8	30	15.8	2	0	2	11.8	24	8	32	15.5
55-64	7	9	16	8.4	1	0	1	5.9	8	9	17	8.2
65-74	7	6	13	6.8	1	0	1	5.9	8	6	14	6.8
75 or Older	9	17	26	13.7	0	0	0	0.0	9	17	26	12.6
<b>TOTAL</b>	<b>115</b>	<b>75</b>	<b>190</b>	<b>100.0</b>	<b>16</b>	<b>1</b>	<b>17</b>	<b>100.0</b>	<b>131</b>	<b>76</b>	<b>207</b>	<b>100.0</b>

**Note:** Two additional people were killed in motor vehicle crashes in Illinois in 2003. Those two people were occupants of non-motor vehicles.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amount to 61.1 percent of all fatalities in 2003. Driver fatalities increased by 2.8 percent from 2002 to 2003.

Passengers represent 24.6 percent of the total number of fatalities in 2003. They increased by 5.3 percent.

Pedestrians account for 13.1 percent of all fatalities. They decreased by 1.0 percent from 2002 to 2003.

Pedalcyclists, which account for 1.2 percent of all fatalities, decreased by 22.7 percent from 2002 to 2003.

# 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

## Occupant Restraint Usage for Persons Killed

TYPE OF RESTRAINT	DRIVER	PASSENGER	TOTAL
None Used/Not Applicable	354	163	517
Shoulder Belt	3	2	5
Lap Belt	2	0	2
Lap and Shoulder Belt	23	13	36
Child Safety Seat	0	4	4
Restraint Used – Type Unknown	238	90	328
Safety Belt Used Improperly	1	1	2
Child Safety Seat Used Improperly	0	0	0
Unknown	124	64	188
<b>TOTAL</b>	<b>745</b>	<b>337</b>	<b>1,082</b>

TYPE OF RESTRAINT	AGE GROUPS					
	0-3	4-5	6-9	10-14	15-20	>20
None Used/Not Applicable	3	1	4	13	108	388
Shoulder Belt	0	0	0	0	3	2
Lap Belt	0	0	0	0	0	2
Lap and Shoulder Belt	0	0	2	0	8	26
Child Safety Seat	4	0	0	0	0	0
Restraint Used – Type Unknown	1	3	5	1	55	263
Safety Belt Used Improperly	0	0	0	0	0	2
Child Safety Seat Used Improperly	0	0	0	0	0	0
Unknown	1	0	0	3	41	143
<b>TOTAL</b>	<b>9</b>	<b>4</b>	<b>11</b>	<b>17</b>	<b>215</b>	<b>826</b>

Source: Fatality Analysis Reporting System (FARS).  
Excludes buses, motorcycles, and miscellaneous vehicles.

## 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

### Drivers Involved in Fatal Crashes by Age and Location

AGE	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers Involved	Killed	Drivers Involved	Killed	Drivers Involved	Killed
15 or Younger	6	3	8	3	14	6
Percent	0.7	0.7	0.7	0.7	0.7	0.7
16	34	17	22	8	56	25
Percent	3.9	3.7	1.9	1.9	2.8	2.8
17	27	12	21	6	48	18
Percent	3.1	2.6	1.8	1.4	2.4	2.0
18	35	14	39	16	74	30
Percent	4.0	3.1	3.4	3.7	3.7	3.4
19	21	10	28	8	49	18
Percent	2.4	2.2	2.4	1.9	2.4	2.0
20-24	116	66	159	68	275	134
Percent	13.3	14.5	13.9	15.7	13.6	15.1
25-34	134	71	247	94	381	165
Percent	15.4	15.6	21.5	21.8	18.9	18.6
35-44	173	85	183	64	356	149
Percent	19.9	18.6	16.0	14.8	17.6	16.8
45-54	114	58	159	53	273	111
Percent	13.1	12.7	13.9	12.3	13.5	12.5
55-64	97	47	92	34	189	81
Percent	11.1	10.3	8.0	7.9	9.4	9.1
65-74	54	33	65	33	119	66
Percent	6.2	7.2	5.7	7.6	5.9	7.4
75 or Older	53	40	69	45	122	85
Percent	6.1	8.8	6.0	10.4	6.0	9.6
Unknown	7	0	55	0	62	0
Percent	0.8	0.0	4.8	0.0	3.1	0.0
<b>TOTAL</b>	<b>871</b>	<b>456</b>	<b>1,147</b>	<b>432</b>	<b>2,018</b>	<b>888</b>
Percent	100.0	100.0	100.0	100.0	100.0	100.0

In 2003, 51.4 percent of all driver fatalities occurred on rural roadways. The greatest number of drivers involved in fatal crashes, as well as those killed, was in the 25-34 age group. This age group accounts for 21.5 percent of the drivers involved in urban fatal crashes and 15.4 percent of the drivers involved in rural fatal crashes.

# 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

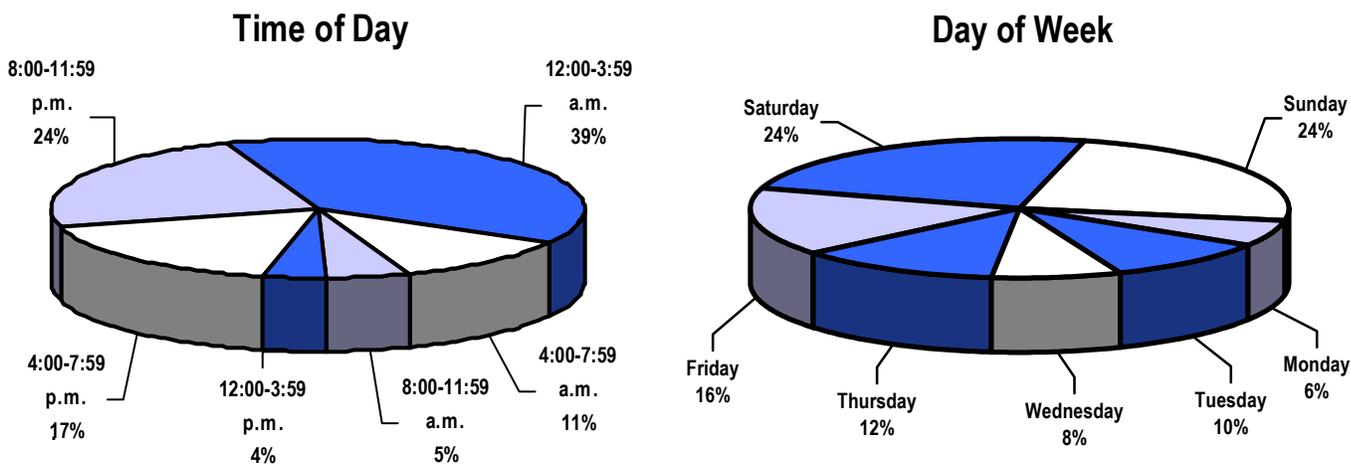
## Drivers Killed by Age and BAC\*

AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	4	0	0	0	4	2	6
16-20	62	14	20	7	103	17	120
21-24	37	5	41	14	97	8	105
25-34	67	14	47	23	151	13	164
35-44	58	7	43	30	138	12	150
45-54	61	5	24	10	100	11	111
55-64	55	9	8	7	79	2	81
65-74	41	2	5	1	49	17	66
75 or Older	63	0	1	1	65	20	85
<b>TOTAL</b>	<b>448</b>	<b>56</b>	<b>189</b>	<b>93</b>	<b>786</b>	<b>102</b>	<b>888</b>

\* Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

## Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a BAC of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 2003.



# 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

## Fatal Pedestrian and Pedalcycle Crashes

<b>Fatal Pedestrian Crashes</b>	187
<b>Pedestrians Killed</b>	190

<b>Fatal Pedalcycle Crashes</b>	20
<b>Pedalcyclists Killed</b>	17

### PEDESTRIANS AND PEDALCYCLISTS KILLED BY AGE AND BAC\*

AGE	BAC TEST RESULTS									
	PEDESTRIANS					PEDALCYCLISTS				
	0.00	0.01-0.07	0.08 or above	No Test/ Unknown	Total	0.00	0.01-0.07	0.08 or above	No Test/ Unknown	Total
4 or Younger	4	0	0	4	8	0	0	0	0	0
5-9	2	0	0	4	6	1	0	0	0	1
10-15	4	0	0	5	9	0	0	0	1	1
16-20	12	0	1	1	14	1	0	0	0	1
21-24	6	0	7	0	13	0	0	0	0	0
25-34	9	1	11	3	24	1	0	2	2	5
35-44	12	2	13	4	31	1	0	4	0	5
45-54	14	3	9	4	30	1	1	0	0	2
55-64	9	1	2	4	16	0	1	0	0	1
65-74	8	0	0	5	13	1	0	0	0	1
75 or Older	20	0	0	6	26	0	0	0	0	0
<b>TOTAL</b>	<b>100</b>	<b>7</b>	<b>43</b>	<b>40</b>	<b>190</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>17</b>

\* Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

A pedestrian crash is any crash in which the first harmful event is the collision of a pedestrian and a motor vehicle.

A pedalcycle crash is any crash in which a pedalcyclist is involved with a motor vehicle. Crashes which involve only pedalcyclists are not reported to the Illinois Department of Transportation.

# 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

## Fatal Motorcycle Crashes

		PERSONS KILLED BY TYPE OF ROADWAY	
<b>Fatal Crashes</b>	137	<b>URBAN</b>	
<b>Motorcyclists Killed</b>	143	State Routes	45
<b>Non-Motorcyclists Killed</b>	2	City Streets and Roads	41
		Unmarked State Routes	0
		<b>Urban Total</b>	<b>86</b>
		<b>RURAL</b>	
		State Routes	28
		County and Local Roads	31
		Unmarked State Routes	0
		<b>Rural Total</b>	<b>59</b>

## MOTORCYCLE OPERATORS KILLED BY AGE AND BAC\*

AGE	BAC TEST RESULTS					Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	
9 or Younger	0	0	0	0	0	0
10-15	0	0	0	0	0	0
16-20	2	0	1	0	3	6
21-24	8	1	8	0	1	18
25-34	21	4	9	3	6	43
35-44	8	3	15	5	3	34
45 or Older	17	4	8	1	2	32
<b>TOTAL</b>	<b>56</b>	<b>12</b>	<b>41</b>	<b>9</b>	<b>15</b>	<b>133</b>

\* Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

# 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

## Fatal Tractor-Trailer Crashes

Fatal crashes involving tractor-trailers account for 9.6 percent of all fatal crashes and 10.6 percent of all fatalities for the year.

40.3 percent of these fatalities occurred on urban roadways, while 59.7 percent occurred on rural roadways.

<b>Fatal Crashes</b>	125
<b>Persons Killed</b>	154

### PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
Controlled Access Roads	17
State Routes	19
City Streets and Roads	10
Unmarked State Routes	2
Toll Roads	14
<b>Urban Total</b>	<b>62</b>
RURAL	
Controlled Access Roads	20
State Routes	51
County and Local Roads	7
Unmarked State Routes	3
Toll Roads	11
<b>Rural Total</b>	<b>92</b>

### TRACTOR-TRAILER OPERATORS INVOLVED IN FATAL CRASHES BY AGE

AGE	INVOLVED	KILLED
15 or Younger	0	0
16-20	1	0
21-24	4	0
25-34	19	1
35-44	27	5
45-54	41	5
55-64	24	2
65 or Older	5	1
Unknown	2	0
<b>TOTAL</b>	<b>123</b>	<b>14</b>

# 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

## Fatal Train Crashes

Train crashes are crashes in which motor vehicles are involved with trains. Pedestrians and pedalcyclists hit by trains are not included.

Fatal crashes involving trains account for 1.5 percent of all fatal crashes for 2003. Fatalities resulting from train crashes account for 1.4 percent of all fatalities.

### PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

RR Gates	8
RR Flashers	0
Warning Sign	0
Other Control	12
No Control	0
<b>TOTAL</b>	<b>20</b>

<b>Fatal Crashes</b>	19
<b>Persons Killed</b>	20

### PERSONS KILLED BY TYPE OF ROADWAY

<b>URBAN</b>	
State Routes	0
City Streets and Roads	11
Unmarked State Routes	0
<b>Urban Total</b>	<b>11</b>
<b>RURAL</b>	
State Routes	0
County and Local Roads	9
Unmarked State Routes	0
<b>Rural Total</b>	<b>9</b>

### MOTOR VEHICLE OPERATORS KILLED BY AGE AND BAC\*

AGE	BAC TEST RESULTS					Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	
15 or Younger	0	0	0	0	0	0
16-20	1	1	0	0	0	2
21-24	0	0	1	0	0	1
25-34	1	0	1	0	0	2
35-44	1	1	0	0	0	2
45-54	0	0	1	0	0	1
55-64	1	0	0	0	0	1
65-74	2	0	0	0	0	2
75 or Older	6	0	0	0	0	6
<b>TOTAL</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>

\* Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

# 2003 Fatal Crash Data For All Roadways

Refer to note on page 29 for definition of data included.

## Fatal Work Zone Crashes

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction workers or designated work zone areas are included. Work zone crashes increased in 2003, compared to previous years.

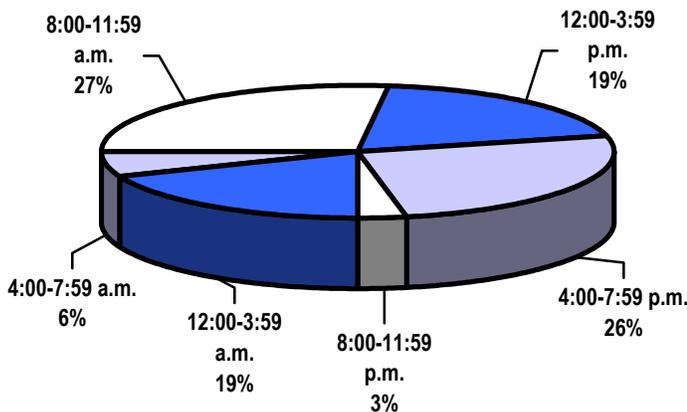
<b>Fatal Crashes</b>	31
<b>Persons Killed</b>	44
Drivers	20
Passengers	18
Workers	5
Pedestrians	1

## FATAL CRASHES BY TYPE OF ROADWAY

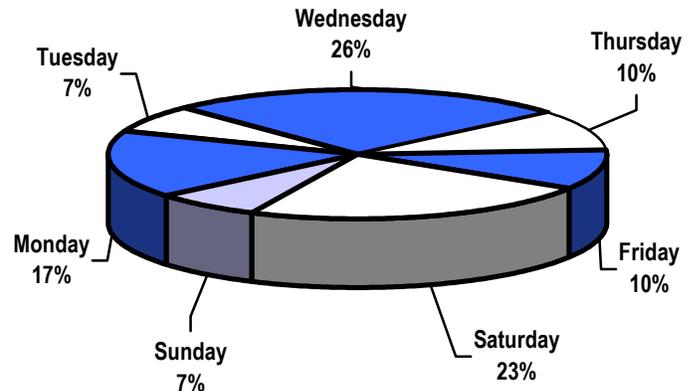
<b>URBAN</b>	
Controlled Access Roads	9
State Routes	4
City Streets and Roads	3
Unmarked State Routes	0
Toll Roads	2
<b>Urban Total</b>	<b>18</b>
<b>RURAL</b>	
Controlled Access Roads	3
State Routes	5
County and Local Roads	2
Unmarked State Routes	0
Toll Roads	3
<b>Rural Total</b>	<b>13</b>

## FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK

**Time of Day**



**Day of Week**





# Appendix and Glossary

## Appendix

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### Illinois Traffic-Related Key Events

January	1933	Legal age for alcohol consumption established at 21 years of age for males and 18 years of age for females.
January	1946	Illinois safety responsibility law enacted.
January	1958	BAC of 0.15 established as the level at which a driver is presumed to be under the influence of alcohol.
January	1963	Legal minimum drinking age established at 21 years of age.
January	1967	Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.
January	1967	Illegal presumption of being under the influence of alcohol lowered to 0.10.
January	1968	Mandatory motorcycle helmet usage law for all riders enacted.
May	1969	Motorcycle helmet usage law repealed.
October	1972	Implied consent law implemented.
January	1973	Legal minimum drinking age changed to allow 19 and 20 year-olds the right to purchase and consume beer and wine.
February	1974	Maximum speed limit reduced to 55 m.p.h.
October	1977	Law amended to report crashes with damage in excess of \$250 (previously \$100).
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required that children under age 4 must be secured in a child restraint system and that 4 and 5 year-olds must be secured in either a safety seat or by a safety belt.
July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Initially, violation of the law was a primary offense.

## Illinois Traffic-Related Key Events

January	1986	Color-coded license established for drivers to distinguish between drivers under 21 years of age and drivers aged 21 and older.
January	1986	Statutory summary suspension established to strengthen DUI laws.
May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.
January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.
January	1991	Child Passenger Protection Act amended to require any person who transports a child to do so according to the established law. Parents or legal guardians are responsible for providing the safety seat.
January	1992	Law amended to report crashes with damage in excess of \$500 (previously \$250).
April	1992	Law enacted to require commercial driver's license if operating a Class A or Class B vehicle.
January	1994	Amended the Child Passenger Protection Act to remove the Illinois residency requirement and medical exemption clause.
January	1995	Zero Tolerance law enacted for drivers under the age of 21.
August	1995	Increased penalties for drivers who do not stop when a school bus has stopped to load or unload passengers.
November	1995	Changes in federal legislation allowed Illinois to raise speed limits on certain interstate and freeway-type roads.
January	1997	Results of blood or urine tests of drivers receiving medical treatment in hospital emergency rooms for injuries resulting from a crash may be reported to law enforcement for purpose of determining alcohol and/or drug content.
July	1997	DUI/implied consent law amended to establish illegal per se at 0.08 (previously 0.10).

## Appendix

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### Illinois Traffic-Related Key Events

January	1998	School bus drivers caught driving a school bus with any trace of alcohol in their systems will lose the school bus driver permit.
January	1998	Graduated driver's license established for drivers under 21 years of age.
January	1999	Increased the reinstatement fee for a person whose license is suspended or revoked a second or subsequent time.
January	1999	Established the use of ignition interlock devices as a regular option for the sanction of DUI offenders, allowing the Secretary of State to require the use of such devices when granting driving relief to individuals committing a second or subsequent DUI offense.
January	2000	Law amended to require that results of blood or urine tests obtained from persons receiving medical treatment in a hospital for crash-related injuries be disclosed to law enforcement (previously allowed disclosure of test results but did not mandate disclosure).
August	2001	Increased penalties for repeat DUI offenders, including among other provisions, mandatory installation of ignition interlock devices in all vehicles owned by person committing a second or subsequent DUI offense (previously not mandatory).
August	2001	Increased penalties for persons convicted of a second or subsequent violation of driving with a suspended or revoked license. Also increased penalties for persons convicted of driving while the license has been suspended or revoked as the result of DUI, leaving the scene of a crash resulting in injury or death, reckless homicide, or failure to submit to chemical testing.
August	2001	Additional penalties imposed for persons convicted of DUI with a BAC of 0.16 or higher, or with a BAC of 0.08 or higher and a child under the age of 16 in the vehicle.
January	2002	Child Passenger Protection Act amended to require that children between the ages of 4 and 15 years, inclusive, be restrained in a safety seat or by a safety belt (previously applicable only to 4 and 5 year-olds). Fines for failure to secure a child in a safety seat doubled.
January	2002	Increased fines for second and subsequent speed limit violations in work zones and school zones. Minimum increased from \$150 to \$300.
July	2003	Traffic Stop Statistical Study enacted. The law established a four-year statewide study of traffic safety stops to collect data to identify racial bias.
July	2003	Safety belt law amended to provide for mandatory (primary) enforcement.
July	2003	Law amended to provide that the vehicle of a person who operates a vehicle without a license and insurance and causes death or personal injury to another person is subject to seizure and forfeiture.

## Motorcycle Helmet Usage in Illinois July 2004 Observational Survey Results

### SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during July 2004 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey sites included all interstate highways and freeways and a random sample of residential streets within selected areas.

There were 527 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 36.1 percent were wearing helmets.

<b>MOTORCYCLE HELMET USAGE RATES</b>		
	<b>TOTAL OBSERVED</b>	<b>ACTUAL USAGE RATE</b>
<b>STATEWIDE</b>	<b>527</b>	<b>36.1%</b>
<b>Regions</b>		
City of Chicago (46)	27	40.7%
Cook County (40) (excluding Chicago)	34	29.4%
Collar Counties (118)	391	37.6%
Downstate (54)	75	29.3%
<b>Road Type</b>		
Residential (190)	207	33.3%
U.S./Illinois Highways (40)	87	44.8%
Interstate Highways (28)	233	35.2%
<b>Day of Week</b>		
Weekends (115)	481	35.8%
Weekdays (143)	46	39.1%

Note: The number in ( ) indicates the number of survey sites.

## Safety Belt Usage in Illinois 2004 Observational Survey Results

### SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during June 2004 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars, sport utility vehicles, taxis, vans, and pickup trucks.
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included all interstate highways and freeways and a random sample of residential streets within selected areas.

There were 120,664 front seat occupants at 258 locations statewide observed in this survey. The survey provided a statistically representative sample of the state as a whole. For more information on survey design, refer to the original report entitled "Design of the New Safety Belt Usage Survey in Illinois," Division of Traffic Safety, Illinois Department of Transportation (IDOT), January 1994.

SAFETY BELT USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
<b>STATEWIDE</b>	<b>120,664</b>	<b>83.0%</b>
<b>Regions</b>		
City of Chicago (46)	22,328	76.8%
Cook County (40)		
(excluding Chicago)	13,801	80.1%
Collar Counties (118)	57,753	84.0%
Downstate (54)	26,782	87.6%
<b>Road Type</b>		
Residential (190)	68,457	79.5%
U.S./Illinois Highways (40)	22,816	82.4%
Interstate Highways (28)	29,391	91.7%
<b>Day Of Week</b>		
Weekends (115)	58,229	85.5%
Weekdays (143)	62,435	80.7%

## Safety Belt Usage in Illinois 2004 Observational Survey Results

### HISTORICAL TRENDS

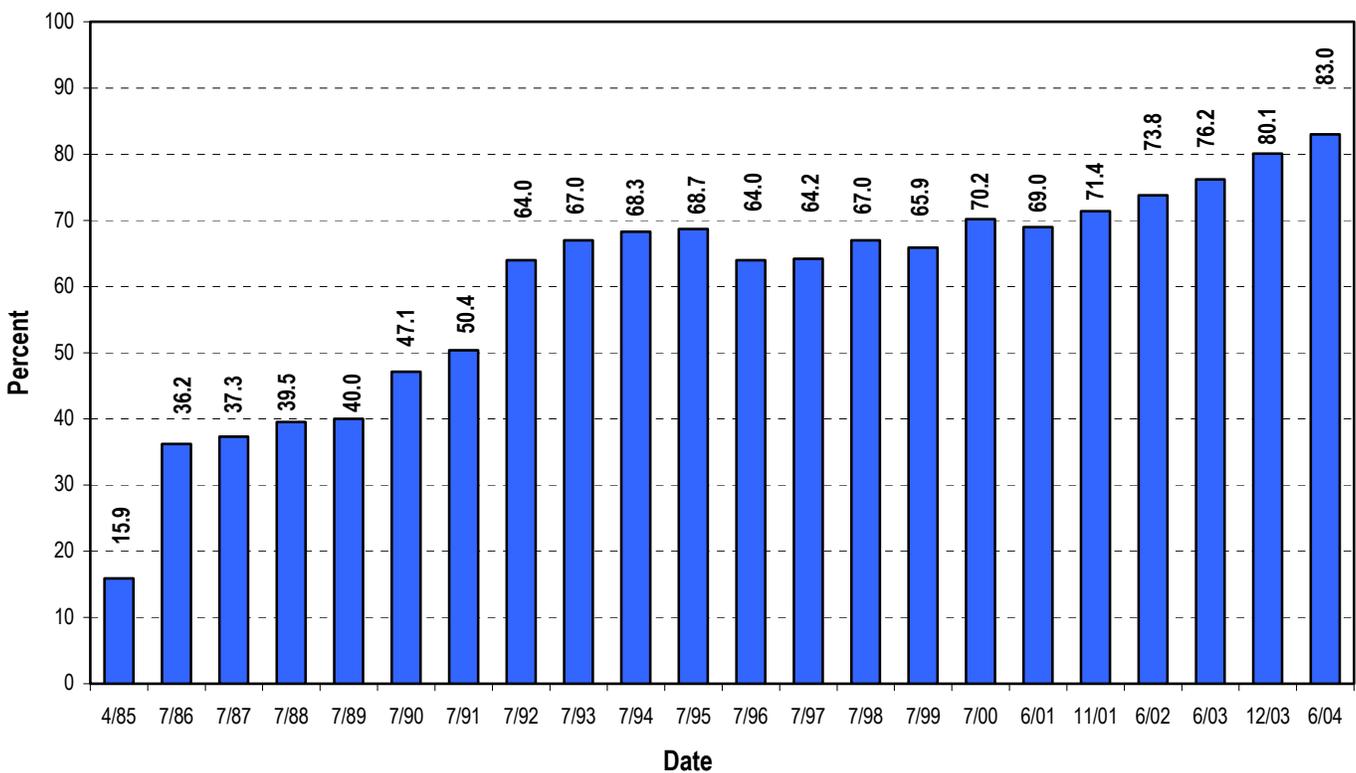
Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the first twelve months after the safety belt law became effective, the observed rate increased to 36.2 percent.

Since that time, the usage rate has shown a gradual increase, peaking during the period of secondary enforcement (January 1988-June 2003) at 76.2 percent. The safety belt law was amended to provide for mandatory (primary) enforcement beginning July 2, 2003.

The first survey conducted following this change in law indicated a usage rate of 80.1 percent. The usage rate for June 2004 shows a usage rate of 83.0 percent, an increase of over 67 percentage points since the first survey was conducted in April 1985.

**FRONT SEAT OCCUPANT RESTRAINT USAGE RATE**



Note: Surveys for 1998-2004 include occupants of pickup trucks, which tend to have lower usage rates.

# Appendix

## Division of Traffic Safety Programs

The Division of Traffic Safety offers a number of traffic safety programs and services which focus attention on specific areas of concern. Information on the programs listed below can be acquired by calling the telephone numbers listed or (217) 524-4875 (TTY) Ameritech relay number. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 3215 Executive Park Drive, P.O. Box 19245, Springfield, IL 62794-9245, or by visiting our website at [www.dot.state.il.us](http://www.dot.state.il.us).

### Crash Information

(217) 782-2575

- Local Accident Reference System (LARS) program.
- State route crash data.
- Crash data, such as that found in this publication.
- Fatality Analysis Reporting System (FARS), including alcohol and drug-related fatal crash data.

### Safety Projects

(217) 785-3024

- Safety belt and child passenger safety.
- Alcohol/impaired driving programs.
- Safe Communities Program.
- Traffic law enforcement.
- Operation Buckle Down.
- Traffic Sign Upgrades and Rural Reference System.

### Occupant Restraint Survey Information

(217) 785-1181

- Safety belt and child safety seat usage observational surveys.
- Motorcycle helmet usage observational surveys.
- Opinion surveys.

### Commercial Vehicle Safety

(217) 785-1181

- Motor Carrier Safety.
- Hazardous Materials Transportation.
- Commercial Vehicle Safety Audits.
- Periodic Vehicle Inspection.
- School Bus Safety Inspection.

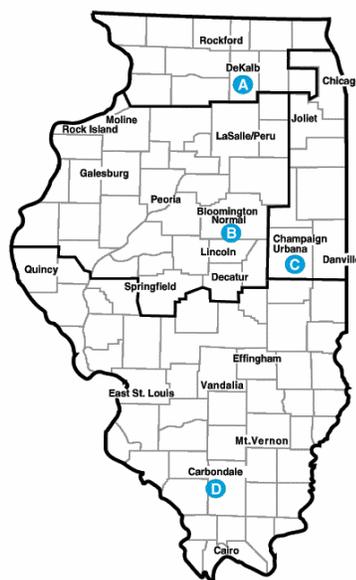
## Cycle Rider Safety Training Program\*

### A. Northern Illinois University

Motorcycle Safety Project  
University Outreach Services  
DeKalb IL 60115-2854  
(800) 892-9607  
(815) 753-1683  
[www.online.niu.edu/mcycycle](http://www.online.niu.edu/mcycycle)

### B. Illinois State University

Motorcycle Safety Education  
Health Science Department  
Normal IL 61790-5221  
(800) 322-7619  
(309) 438-2352  
[www.ilstu.edu/depts/mcsafety](http://www.ilstu.edu/depts/mcsafety)



### C. University of Illinois

Motorcycle Rider Program  
Department of Community Health  
#4 Gerty Drive  
Mail Code 678  
Champaign IL 61820  
(800) 252-3348  
(217) 333-7856  
[www.mrc.uiuc.edu](http://www.mrc.uiuc.edu)

### D. Southern Illinois University

Motorcycle Rider Program  
Center for Injury Control  
and Worksite Health Promotion  
Carbondale IL 62901-6731  
(800) 642-9589  
(618) 453-2877  
[www.siu.edu/~cycle](http://www.siu.edu/~cycle)

\* For motorcycle training course enrollment and information on course starting dates, times, and locations, contact a Regional Center by telephone or visit our website at [www.dot.il.gov](http://www.dot.il.gov)

## **BLOOD ALCOHOL CONCENTRATION (BAC)**

On July 2, 1997, a BAC of 0.08 or greater became the level at which a driver is considered legally intoxicated in Illinois. Prior to July 2, 1997, the level was 0.10.

## **CRASH**

An occurrence which originates on public roadways involving a moving motor vehicle producing death, injury, or property damage in excess of \$500.

## **DRIVER**

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles, and buses.

## **FARS (Fatality Analysis Reporting System)**

Nationwide database maintained by the National Highway Traffic Safety Administration, U.S. Department of Transportation.

## **FATALITY VS. FATAL CRASH**

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons.

## **INJURY CRASH**

Any motor vehicle crash that results in one or more non-fatal injuries.

## **“A” INJURY (incapacitating injury)**

Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

## **“B” INJURY (nonincapacitating injury)**

Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

## **“C” INJURY (possible injury)**

Any injury reported or claimed which is not either of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

## **LOCATION (URBAN)**

Includes locations in or adjacent to a municipality or other urban area of over 5,000 population.

## **LOCATION (RURAL)**

Includes all locations not classified as urban.

## **MILEAGE DEATH RATE**

Fatalities per 100 million vehicle miles of travel (VMT).

## **MOTORCYCLIST**

Any occupant, either operator (driver) or passenger, of a motorcycle.

## **PEDALCYCLIST**

Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this pedalcycle category are bicycles, tricycles, unicycles, and big wheels.

## **PEDESTRIAN**

Any person who is not in or on a vehicle.

## **SENIOR DRIVER**

Any driver who is 65 years of age or older.

## **TRACTOR-TRAILER**

Alternative term for semi-truck.

## **TRAVEL**

Vehicle miles driven.

## **WORK ZONE CRASHES**

Determined by location only. These are the crashes that occur in the vicinity of roadway construction workers or designated work zone areas.

## **YOUNG DRIVER**

Any driver who is between the ages of 16 and 20, inclusive.

